

Amendments to the Claims

1-47. (Cancelled)

48. (New) An airbag assembly with a mechanism for a "stationary" driver's airbag, i.e., a driver's airbag that does not rotate with the steering wheel, wherein the mechanism is situated within the steering column, characterized by the fact that it contains a steering shaft that is divided into two sections.

49. (New) The airbag assembly according to Claim 48, characterized by the fact that the upper and the lower steering shaft are alternatively arranged adjacent to one another, particularly in accordance with Figures 1a, b, c or 16a, b, c.

50. (New) The airbag assembly according to Claim 49, characterized by the fact that the steering column shafts are realized in such a way that they are supported in a common housing.

51. (New) The airbag assembly according to Claim 49, characterized by the fact that the airbag is supported on a "tube" that is open on the bottom, particularly in accordance with Figures 1a, b, c or 16a, b, c.

52. (New) The airbag assembly according to Claim 49, characterized by the fact that the upper and the lower section of the steering wheel shaft are connected by means of a gear.

53 (New) The airbag assembly according to Claim 52, characterized by the fact that the connection between the two steering column halves is realized with the aid of gearwheels, particularly in accordance with Figures 1a, b, c.

54. (New) The airbag assembly according to Claim 52, characterized by the fact that the connection between the two steering column halves is realized with the aid of a chain, particularly in accordance with Figures 16a, b, c or 17a, b, c.

55. (New) The airbag assembly according to Claim 54, characterized by the fact that the housing halves are realized in such a way that they are suitable for accommodating a chain tightener.

56. (New) The airbag assembly according to Claim 55, characterized by the fact that the housing halves are realized in such a way that their position can be varied by means of left-hand/right-hand threads, namely such that the connecting chain has "no play," particularly in accordance with Figures 16a, b, c or 17a, b, c.

57. (New) The airbag assembly according to Claim 52, characterized by the fact that the steering gear of the steering column mechanism is realized in such a way that the opposite movement of the steering wheel and the steering column is once again compensated, particularly in accordance with Figures 5a, b, c.

58. (New) The airbag assembly according to Claim 52, characterized by the fact that the connecting gear is realized in such a way that it is homogenously accommodated in the "interior" of the steering shaft or therebetween without requiring additional space.

59. (New) The airbag assembly according to Claim 52, characterized by the fact that the gear is realized in such a way that the upper and the lower steering shaft respectively feature a "sun gear" on the outer end.

60. (New) The airbag assembly according to Claim 59, characterized by the fact that the gear is realized in such a way that the sun gears are connected by means of planet gears on an axle supported in the stationary gear housing.

61. (New) The airbag assembly according to Claim 52, characterized by the fact that the gear is realized in the sun gears and planet gears in such a way that the tube carrying the airbag can be led through therebetween with its cable leadthrough, particularly in accordance with Figures 8a, b, c.

62. (New) The airbag assembly according to Claim 52, characterized by the fact that the connecting gear is realized in such a way that the upper and the lower steering shaft are provided with bevel gears on their ends, that the two bevel gears are connected to an additional bevel gear that is stationary mounted or supported in the steering column tube, with the steering shafts rotating, in particular, with identical rotational speeds, and wherein the steering shafts preferably rotate in opposite directions and the steering gear is realized accordingly, particularly in accordance with Figures 10a, b, c, and that the gear is realized in such a way that an additional bevel gear engages into the bevel gear of the lower steering shaft with a 180 degree offset, particularly in accordance with Figures 11a, b, c, and wherein the rotating directions of the upper and the lower steering shaft are preferably identical.

63. (New) The airbag assembly according to Claim 52, characterized by the fact that the connecting gear is realized in such a way that the transmission ratio between the upper and the lower steering shaft is adapted in a speed-dependent and/or steering angle-dependent fashion, particularly in accordance with Figures 14a, b, c.

64. (New) The airbag assembly according to Claim 52, characterized by the fact that the connecting gear is realized with such a transmission between the sun gears and planet gears that the desired deviation between the rotational speeds of the steering wheel and the steering shaft is achieved.

65. (New) The airbag assembly according to Claim 48, characterized by the fact that the airbag support tube is realized in such a way that it accommodates another telescope-like tube section supported in springs.

66. (New) The airbag assembly according to Claim 65, characterized by the fact that the telescopic tubes are realized in such a way that they serve for accommodating contacts of the horn mechanism in an insulated fashion, particularly in accordance with Figures 15a, b, c.

67. (New) The airbag assembly according to Claim 48, characterized by the fact that the steering column shaft, particularly in accordance with Figures 18a, b, c, is realized in such a way that a "sun gear" is arranged on its upper end.

68. (New) An airbag assembly with a stationary airbag mechanism, characterized by the fact that the stationary steering column tube creates a connection for the stationary airbag on a correspondingly bent tube, particularly in accordance with Figures 18a, b, c or 19a, b, c.

69. (New) The airbag assembly according to Claim 68, characterized by the fact that the stationary steering column tube is realized in such a way that a connecting gear between the steering wheel and the steering shaft is also supported therein, particularly in accordance with Figures 18a, b, c.

70. (New) The airbag assembly according to Claim 68, characterized by the fact that the stationary steering column tube is realized in such a way that a special steering wheel is rotatably supported thereon, particularly in accordance with Figures 18a, b, c.

71. (New) The airbag assembly according to Claim 70, characterized by the fact that the special steering wheel is realized in such a way that a sun gear is integrated into or mounted on the lower rotating assembly.